CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 28, 2019
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Wu, Commissioners Bishop, Lampe, Marciante, Woosley
COMMISSIONERS ABSENT:	Commissioners Chirls, Teh
STAFF PRESENT:	Kevin McDonald, Mike Ingram, Eric Miller, Kristi Oosterveen, Department of Transportation
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:31 p.m. by Chair Wu who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Teh, who arrived at 6:35, and Commissioner Chirls.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Bishop. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

3. PUBLIC COMMENT - None

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION

Commissioner Bishop sent he traveled to Olympia on March 26 to testify before the Senate transportation committee on a couple of bills regarding I-405. He said he went to Olympia again on March 27 and talked with several representatives about the proposed transportation funding bill that includes no projects at all on I-405 in Bellevue.

Commissioner Woosley said he participated in the East King County Chambers of Commerce legislative coalition day in Olympia and met with several legislators regarding the proposed transportation plan. He said the group helped educate the representatives on all the projects that are in their respective Bellevue districts. He noted that the approved master plan includes projects totaling $5 billion and it is a City Council priority to accelerate completion of the plan. However, none of those projects are in the current draft transportation plan. Legislators indicated they would advocate in favor of at least getting some of the projects in the bill.

Commissioner Marciante said she attended the Vision Zero Summit and found it to be very

informative with excellent speakers. She said she looks forward to seeing what the city will do with all of the information.

Chair Wu reported that she also attended the summit and enjoyed it very much. It was good to hear from experts brought in from around the country.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. 2019-2030 Transportation Facilities Plan

Senior Transportation Planner Michael Ingram noted that the Transportation Facilities Plan was last discussed by the Commission in June 2018 at which time a recommended project list was advanced to the City Council, which they subsequently endorsed.

Mr. Ingram said the Transportation Facilities Plan is a proposed action, which under state law requires an environmental analysis. He said the city conducts an environmental impact statement not only to understand the impacts of the overall plan but also the forecast land use development the projects support. The analysis includes looking at the 2030 land use forecast and how the transportation system will support it. At a programmatic level, the Plan's impacts to the natural environment and other impacts are screened through for the identified projects. The projects are further evaluated at the time of implementation. Publication of the draft environmental impact statement is anticipated to occur in a couple of weeks, which will be followed by a 30-day public comment period. The comments received will be responded to and documented ahead of publishing the final environmental impact statement in early May.

Two alternatives were looked at. The No Action alternative was based on the city's adopted CIP with no changes. The other alternative involved the additional projects that are in the proposed TFP. Mr. Ingram noted that the projects on the map highlighted in yellow were the CIP projects included in the No Action alternative. He said the red projects were roadway projects that add capacity, and the blue projects were either ped/bike projects or roadway projects that do not add capacity and which involve other types of improvements. Those projects shown in dark red were noted to have sufficient funding in the TFP to actually build them, while those shown in pink have some funding in the TFP but not a sufficient amount to have the project on the ground by 2030.

Commissioner Woosley asked if it is correct to conclude that project impacts are fully mitigated. Mr. Ingram said people can argue whether it's possible to fully address the impacts of adding impervious surface area, which degrades watersheds and harms fish. In terms of how the framework is set up, the Critical Areas Code governs.

Chair Wu asked if all projects are required to mitigate the impacts. Mr. Ingram said they are to the extent they can be. In the case of the natural environment, it is not always possible to do so. In the case of noise, more traffic will mean more noise. The TFP projects in residential areas that exceed certain noise levels will be evaluated to determine if measures can be taken to reduce the impacts.

Mr. Ingram said it would be fair to say the primary area of difference in terms of where traffic

goes is associated with the extension of NE 6th Street across I-405 between 112th Avenue NE and 116th Avenue NE. The project is included in the TFP alternative even though it will be mostly funded by the state. It is not included in the CIP alternative, however. The analysis looked at the effect of the project and it was found it would redistribute traffic in the area resulting in some impact on level of service. It would relieve the pressure at the intersection of NE 8th Street and 112th Avenue NE, and puts more pressure on the intersection by Whole Foods, at NE 8th Street and 116th Avenue NE.

Commissioner Woosley noted that the project has long been envisioned as extending to 120th Avenue NE, with a grade separation over 116th Avenue NE. It is a relatively new concept to terminate the extension at 116th Avenue NE, an approach that is not reflected in any official plan. He asked why the evaluation included the truncated project. Mr. Ingram explained that during the Wilburton planning process there was a strong desire voiced to end the extension at 116th Avenue NE. There would be an additional cost to extend the project to 120th Avenue NE and given that the budget dollars are not there staff chose to go with the extension going only to 116th Avenue NE.

Chair Wu agreed that the Wilburton CAC recommended terminating the project at 116th Avenue NE. She noted that extending the project to 120th Avenue NE could interfere with the future Grand Connection structure. The traffic analysis also shows that if connected to 120th Avenue NE, a big percentage of bypass traffic will be brought into the Wilburton area.

Commissioner Bishop said he shared the concern of Commissioner Woosley that the EIS evaluation includes a project that is shown differently in the TFP. The project analyzed has not gone through the Transportation Commission, the Planning Commission or the City Council. Chair Wu asked Commissioner Bishop to raise that issue after the staff presentation.

Mr. Ingram said the analysis showed a general increase in traffic volumes around the city as a result of increased development activity. The one area where a decrease was observed was Lakemont Boulevard, which is believed to be associated with the improvements on I-405 and I-90. The greatest increase in traffic volumes was observed to be in the Bel-Red area, with increases of nearly 200 percent in some areas along 124th Avenue NE and 120th Avenue NE.

Commissioner Woosley asked about increases in traffic delay. Mr. Ingram said the way LOS is looked at for concurrency does not involve evaluation of vehicle delay per se. Clearly the closer the V/C ratio comes to 1.0 the more delay increases. That is where the standards come into play. The analysis showed that 11 of the MMAs are projected to be in compliance and three are projected to be out of compliance by 2030, specifically the Bridle Trails, Northeast Bellevue and East Bellevue MMAs. The level of growth in Bel-Red and the Overlake area are seen as the primary contributing factors.

Commissioner Bishop asked what portion of the allowed Microsoft growth was included for 2030. Mr. Ingram said it was all included.

Commissioner Teh asked if the analysis included Amazon coming into Bellevue and taking quite a bit of space. Mr. Ingram said some development in Bellevue was frontloaded given the high level of interest in the downtown. He said the basic growth framework is 2035, but the full 2035 downtown number was put into the model for 2030. For other areas of the city the modeling included 2031. For the downtown, that meant factoring in an additional 5.3 million square feet of office development over the current level.

Chair Wu asked if MMA 5 and MMA 6 have the same standard. Mr. Ingram said the standard for MMA 5, Crossroads, is 0.90, while the standard for MMA 6, Northeast Bellevue, is 0.80. He said there are only three intersections measured in MMA 6 along the 164th Avenue NE corridor. Introducing only a little more traffic at that location trips the numbers upward quite a bit.

Commissioner Bishop pointed out that there are no TFP projects in MMA 5 or MMA 6. Mr. Ingram agreed and said it would be fair to ask whether or not expanding the capacity of those intersections would be the right thing to do. That may not be what the neighborhoods want. There is a clear need to continue monitoring the areas.

Commissioner Marciante asked how the land use growth assumptions relate to the revenue forecasts. Implementation Planning Manager Eric Miller explained that the calculations are very complicated. The revenue projections for the TFP are done based on an extension of the revenue projections that are associated with the funded CIP. There are elements, including impact fees, that are directly tied to growth, but there are growth factors tied to all of the revenue sources, including sales tax, B&O tax, and even the gas tax. Commissioner Marciante asked if the growth data used comes from the Puget Sound Regional Council. Mr. Miller said that data used locally is related but factors in the city's financial forecast models as well.

Commissioner Woosley pointed out that when development occurs there is a direct contribution through impact fees, and indirect contributions to the city's general fund through sales tax and the value of the new development. It is at the discretion of the Council to choose how to use those additional funds.

Mr. Ingram commented that capacity improvements can be affected by operational changes. Incremental improvements have been seen citywide with the improved signal system. At the individual intersection level, close investigation can yield information about minor and not overly costly tweaks that can improve the numbers. He added that as the city grows it changes in many ways, and it is an open question as to whether or not the standards that are in place continue to be the right standards, and whether the designated intersections continue to be the right places to take measurements. There are no system intersections along NE 10th Street in Downtown because the street did not exist when the program was set up, and in Bridle Trails the signal at the intersection of NE 40th Street and 148th Avenue NE is controlled and operated by the city of Redmond. A time to consider changes to the system is when the Comprehensive Plan is updated. The multimodal LOS approach may itself usher in a major change to the way things are done in the city.

Commissioner Marciante suggested that the Commission should talk with the Council liaison to determine if there is any interest in having the Commission discuss the standards. If there is, a study session should be scheduled.

Mr. Ingram said there is a need to better understand what is happening in Overlake, both in terms of development projections and what impact that will have on the transportation network. It could be useful to do a more thorough and focused analysis. The citywide modeling analysis done for the TFP does not reflect the strong argument put forward by Microsoft that their trip generation figures are considerably lower than a standard office park setting. Their modesplit in fact stands at 60 percent and the company is working to get it down into the 50s. The city is also not able to reflect the roadway network improvements that development outside of the city is required to do. Accordingly, the model builds in the impacts but not all of the potential improvements.

Commissioner Lampe asked if not meeting the MMA standard in an area automatically triggers anything in terms of a moratorium on growth. Mr. Ingram said it has not in the past. He said he has been involved with updating the TFP for four cycles, and in three of those cycles the horizon year forecasts projected noncompliance for multiple MMAs. In 2009 the forecast showed four MMAs out of compliance; in 2013 two MMAs were shown to be out of compliance; but in 2016 all areas were projected to be in compliance. Forecasting the future is an imperfect science and tends to over-predict trip generation in the horizon years.

Commissioner Woosley asked if fact that the MMAs projected to be out of compliance in the 2009 and 2013 updates were not projected to be out of compliance in the 2016 update could be attributed to investments made in capacity projects. Mr. Ingram noted that to the extent capacity projects are known, they are built into the model.

Commissioner Marciante asked if in fact there will be fewer trips generated in 2019 than were forecasted for 2019. Mr. Ingram said he was not able to definitively say that. It is apparent that the problems forecast in 2009 for the horizon year of 2020 are no longer apparent for a variety of reasons. In the case of MMA 11, the boundaries were adjusted, additional system intersections were added and a signal was added to a system intersection, all of which improved the numbers. In the south end, the system intersection at Forest Drive and Lakemont Boulevard was pulled from the mix and the signalized intersection at Cougar Mountain Way was designated a system intersection; that was done to reflect the way things had evolved over time and the way things actually were on the ground.

Commissioner Woosley commented that traditionally the city has taken actions to avoid failing the concurrency requirements. He asked what legal implications there are for not taking action and for actually failing the concurrency requirements. Mr. Ingram said the concurrency report is updated annually, and that is the document which counts when it comes to determining whether or not the city is meeting its concurrency requirements. The concurrency report looks out six years and only builds in development that is actually permitted. Under the worst case scenario, each development that comes on line must figure out on its own how to make compliance work.

Commissioner Marciante asked if development in Redmond could trigger noncompliance in Bellevue. Mr. Ingram said it could and clarified that that is why the city has in the past coordinated with Redmond. There have been agreements regarding how much development will happen on each side of the line and what projects would be put in place to accommodate the growth.

With regard to the pedestrian system, Mr. Ingram said it should come as no surprise to anyone that the aggressive target of 25 miles of sidewalks along arterials by 2019 has not been met. Only half of the total has been achieved to date. The CIP project list adds a significant number of sidewalks, mostly in Bel-Red and along Newport Way. The TFP identifies only one additional project, namely sidewalks along SE 34th Street, but it also includes the ped/bike implementation reserve that does not specify particular projects.

Commissioner Bishop said the reserve along with levy funds could be significant in terms of bringing sidewalks online. Accordingly the degree to which the goal has been met can be said to be understated. Mr. Ingram agreed, adding that some things are not taken into account. For one thing, the separated path facility along West Lake Sammamish Parkway is not counted as a sidewalk.

Commissioner Woosley commented that there is an adopted design for the NE 6th Street extension that goes to 120th Avenue NE that includes a 14-foot ped/bike sidewalk, yet the recommendation of the CAC would terminate the project at 116th Avenue NE. He asked if the loss of that facility resulting from shortening the extension was reflected in the materials. Mr. Ingram said the facility is not counted at all because the evolving concept is that the Grand Connection will serve as the primary linkage across the freeway. It seems less likely that a ped/bike connection will ultimately occur on both the NE 6th Street extension and the Grand Connection. Commissioner Woosley asked what impact will result by having only one of the two ped/bike connections created.

Commissioner Marciante suggested the question is valid but also suggested it was not relevant to the current discussion. Commissioner Woosley disagreed given that it was directly related to how the city is doing at meeting its goals. Mr. Ingram reiterated that a sidewalk along NE 6th Street was not included in the calculation.

Mr. Ingram said one way to address the shortfall would be to argue that the separated pathway along West Lake Sammamish Parkway and other similar facilities that also serve pedestrians should count toward the total. He said if directed to do so by the Commission, staff would include them in the next calculation.

Chair Wu asked if sidewalks along new street improvements are counted in the numbers. Mr. Ingram said sidewalks included with new arterials, such as those in BelRed, are certainly counted in the total. The sidewalks in Eastgate along 150th Avenue SE to the south of SE 38th Street are also counted in the mix.

Mr. Ingram said it was no surprise that the target for completing two connected east-west and two connected north-south bicycle corridors by 2019 had not been achieved. With the CIP alternative some progress is made in the Spring Boulevard route, though there will still be a gap in the middle between 124th Avenue NE and 130th Avenue NE. There is also a segment on West Lake Sammamish Parkway included. The TFP adds in yet another segment along West Lake Sammamish Parkway and also includes the implementation reserve for locations to be determined.

Commissioner Bishop asked if the SR-520 corridor has been completed. Mr. Ingram said while the map shows a completed green line, in fact the Northup Way segment is considered an interim facility because it is not a separated path, which is the vision for the SR-520 trail. The piece from 124th Avenue NE to 108th Avenue NE includes on-street bicycle lanes. Fulfilling the vision of a separated path all the way through is predicated on the rebuild of the intersection of SR-520 and I-405.

Commissioner Teh asked what the main reasons were for not reaching the targets. Mr. Ingram said part of the answer is tied to the level of investment. At the time the Pedestrian/Bicycle Plan was implemented, the vision was to have large capital projects brought on line. It has been only in the past four years that the focus has turned to low-cost projects that can be brought online quickly and that has assisted in making progress toward achieving the targets.

There was consensus in favor of counting interim facilities toward the total, including the projects along West Lake Sammamish Parkway.

Mr. Ingram pointed out that if all of the projects in the TFP were to be completed by the target

year of 2030, that would bring completion of the targets to the 70 percent level. That does not take into account the fact that the $20 million allocation in the Pedestrian and Bicycle Implementation Initiative will build some projects that are yet to be identified, or additional improvements associated with private development projects.

Commissioner Bishop suggested that point should be made clear to the Council.

Chair Wu suggested the length of sidewalks along roadways is not necessarily the best measure of success. A better approach would be to associate completed sidewalk sections with the number of households it will connect, or the number of students who will benefit from sidewalks leading to and from schools.

Commissioner Woosley commented that the adopted program calls for measuring the length of sidewalk segments. He asked if the additional benefits could be reflected in some way. Chair Wu suggested that all such options should be considered fair game. In a performance-based approach, elements such as connectivity and safety would be included. The policy goal of sidewalk lengths should ultimately be connected in some way to the people served.

Commissioner Bishop said both the pedestrian and bicycle goals were aspirational at the time they were set. There are no consequences associated with not meeting the goals. It should therefore be sufficient to simply report the progress made and where things stand.

Commissioner Marciante said there is a clear need to report on the goals that were previously set, but suggested the Council could also set a new goal for the next ten years, hopefully one that is ambitious. If a new goal is set, it should be recommended that it include other supporting indicators beyond just system miles completed. She said there should be something in the report given to the Council that mentions the money set aside that can be used for additional projects, with specific reference to how much the funds could accomplish as a reference point.

Commissioner Teh said it would be helpful to address the return on investment. Just saying the program is halfway to accomplishing the targets may not highlight the bang for the buck. He said there needs to be some sense of prioritization.

Commissioner Woosley said there is a complex evaluation that goes into which sidewalks get built, when and where. The report does not fairly reflect all of the work that has been done by the city. It should be acknowledged that there is more to it than just trying to get as many sidewalk miles as possible.

There was consensus to highlight in the report the fact that the funding commitments made to date will help to achieve the goal, even though it cannot be known up front which sidewalk projects will be addressed.

Mr. Ingram said the direction given by the Commission will result in staff administratively showing the Northup Way facility as being complete and indeed the east-west SR-520 corridor. That will be done in the next annual update. Similarly, the report on the sidewalk side will be administratively adjusted to count multipurpose paths that serve pedestrians and which run adjacent to arterials toward the overall goal. Finally, staff will seek to capture quantitatively what the other commitments and ongoing programs do and to include it in the Commission's transmittal to the Council. With regard to the goal, Mr. Ingram said at some point it will need to be reassessed, most reasonably as part of the ongoing Pedestrian and Bicycle

Implementation Initiative program.

Commissioner Woosley said it would be helpful for future planning of the Commission's calendar to have a projection for when the goals might actually be met. Mr. McDonald said that would necessarily be embedded in an update of the Pedestrian/Bicycle Plan, which is not on the current work program.

Commissioner Woosley asked if the Commission's recommendation in May will be on the content of the TFP or on the response to the analysis. Mr. Ingram said he would be bringing back to the Commission the comments to the environmental analysis and the city's responses to them. The Commission will then be asked to recommend the updated TFP and the set of projects that have been vetted and evaluated. Projects cannot be added to the list now that the environmental analysis has been completed.

With regard to the existing and projected levels of service, Commissioner Bishop said he was shocked and alarmed that 15 of the 99 system intersections showed up on the list as having failed in 2017, and that 11 years out with all of the projects in the CIP completed, and after having spent $200 million in the Bel-Red corridor and $100 million from the TIFIA loan, the number of failed intersections will rise to 39, a 160 percent increase. In the latest iteration of the city survey, residents listed traffic as the number one problem by a three to one ratio, with affordable housing being the number two issue. Adding five years to the CIP timeframe in the TFP lowers the 39 by only two to 37. The city is falling behind incredibly fast. Bellevue is a rich city that can afford to do good things, yet where transportation is concerned the city is falling behind. The Commission should convey that message to the Council.

Commissioner Bishop referred to the intersection of Factoria Boulevard and SE 36th Street in MMA 13 and noted that the funded Mountains to Sound Greenway project will add at least a length of a turn pocket on the off-ramp, something that will have positive results for the intersection. He asked if that added length is built into the model. Mr. Ingram said he had every reason to believe it was but would need to confirm it. The project will add another storage lane for a win-win.

Commissioner Lampe agreed with the comment made by Commissioner Bishop about going backward and said the state secretary of transportation recently said it is not possible to build out of congestion. He said that begs the question of what it would require to meet the objectives that have been set out. The city is on the forefront of using new technologies and the Commission should recommend continuing down that path and pushing hard on things that can positively affect transportation demand in the future.

Commissioner Marciante agreed. She said the city is continuing to invest large sums of money. It is growing too fast for transportation improvements to keep up with. There is some $2 million in the TIP for transportation demand management and it feels irresponsible to continue down the path of trying to figure out how to build infrastructure projects and to mitigate the environmental impacts only to see things get worse. The focus should turn to transportation demand management and the use of new technologies. The current TFP does not consider other creative and technologically forward solutions that will fundamentally shift the way people commute.

Commissioner Bishop said transportation demand management is not a new idea, it has been around for 30 years. The city has worked hard at it and has reaped a lot of low-hanging fruit. The city has a very aggressive TDM program in place and has no reason to hang its head about

all that has been done in that arena. However, the TDM program is focused on commute trips, which make up only 15 percent of the total daily trips, leaving 85 percent of the trips not related to going to or from work. Certainly decreasing the number of trips during morning and evening peak periods is a laudable goal, but that is not the whole issue. He said he was fully supportive of utilizing new technologies, including autonomous vehicles, much of which will not be operational until sometime in the future.

Chair Wu commented that there are a few schools in the area of MMA 5 and MMA 6 and means there is the potential to provide an excellent environment and safe systems for the students by reducing the morning drop-off traffic. That is one example. She added that she was very much in support of taking a detailed look at the development in the Redmond Overlake area and taking advantage of the lower trip generation figures if they are valid.

Commissioner Bishop agreed that the entire northeast area needs to be coordinated with Redmond in a far more directed way.

Commissioner Marciante said she wanted the notion of TDM to be carried beyond just commuters to include the way transportation trips are generated, and looking at programs that manage the demand in a different way other than through the provision of more capacity. That certainly could be technology but could also include getting the schools engaged.

Commissioner Woosley said there really is no silver bullet for solving transportation issues. The fact is there is a growing demand on the existing infrastructure. The city is already involved in some fairly cutting-edge approaches, including the existing TDM programs that are in place in the downtown. The Council recently adopted a policy to help facilitate the implementation of 5G technology which will be essential for the new types of vehicles to operate effectively. One issue raised in Olympia was in regard to allowing private company shuttles to access the park and ride lots. There has also been a positive trend toward telecommuting. Even so, capacity needs to be added to the extent possible, though it needs to be designed to be as effective as possible. If investments are not made in ways to reduce congestion, there will be an explosion of failed intersections in the not-too-distant future. There is also a lot of environmental benefit that flows from roadway capacity projects by way of reduced carbon emissions, water quality treatment and improved fish habitat.

Mr. McDonald suggested the discussion could be wrapped up by a motion to recommend all of the strategies. He pointed out that the comments around the table had clearly demonstrated the need for each strategy.

Commissioner Marciante noted her approval of the package of strategies and said they address everything that needs to be done. She said she would like to see concrete actions taken beyond just making a recommendation.

Commissioner Bishop said he certainly would like to see a joint analysis carried out with Redmond regarding the northern part of the city. The old BROTS programs were successful and the approach needs to be launched again. There were some things identified in BROTS 1 and BROTS 2 that were never done, like widening the 148th Avenue NE bridge over SR-520. The recommendation of the Commission should be for the Council to support an analysis based on the information contained in the draft EIS.

Commissioner Lampe concurred with the suggestion of Commissioner Bishop and said a good way to frame it would be in light of the percentage increase in the number of failing

intersections.

Commissioner Woosley agreed as well with the need to pursue all of the options aggressively. With regard to the analysis, he asked what assumptions are made for the planned improvements to I-405, SR-520 and I-90 that are funded by the state. Mr. Ingram said all funded state system improvements that are expected to be on the ground by 2030 are incorporated into the model.

Commissioner Marciante said she would like to see at the next study session a recommendation from the staff regarding what the Commission should propose to the Council. She pointed out that the only item not included on the list that all Commissioners appear to support is the use of technologies to reduce demand and manage congestion.

Mr. Ingram said the intention of the staff was to come back to the Commission on May 9 with a summary of what was heard from the public about the environmental analysis and the relevant responses from staff. At that meeting the Commission will be asked to formulate a recommendation to the City Council along with a transmittal memo. He suggested that he should work with Chair Wu to draft the memo and to present it for further refinement at the May 9 meeting.

Commissioner Bishop suggested it would be useful for the Council to know that three of the MMAs are failed and that two additional MMAs by 2030 with the TFP projects will only just squeak through without failing.

Commissioner Bishop also pointed out that there is $9.4 million in the Transportation Improvement Program for Bellevue Way South, which is in an MMA that does not currently have and will have not any failed intersections until those funds are spent. Commissioner Marciante agreed but pointed out that the intersection is projected to fail even without spending those funds. Commissioner Bishop suggested that $9.4 million could be reallocated to a different project in some other part of the city.

Mr. Ingram said the challenge is that the Bellevue Way South project is already in the CIP.

B. 2020-2025 Transportation Improvement Program

Capital Facilities Planning and Programming Administrator Kristi Oosterveen said the Transportation Improvement Program is mandated to be updated annually. She noted that the packet materials included the project list from the current 2019-2024 TIP reflecting proposed changes for the updated version.

The Commissioners were informed that the process of developing the TIP project list starts with drawing projects from the city's long-range and functional plans, the TFP and the CIP, as well as projects from other programs or planning initiatives, and regional projects in which the city might want to participate. Once approved by the Council, the TIP must be submitted to the state by June 30. It is also forwarded to the Puget Sound Regional Council for consideration in the regional TIP and to WSDOT for the state TIP. In order to be eligible for state and federal grants, projects often must be listed in a local TIP.

The TIP is divided into four sections. In the first section are uncompleted projects in the adopted 2019-2025 CIP. The secured dollar amounts for those projects cannot be changed or reallocated to other projects, nor can the project descriptions be changed. In Section II are the

projects proposed for the 2019-2030 TFP. Section III has other unfunded projects, most of which are from the comprehensive transportation project list identified or scoped by completed alternative analyses, planning studies or pre-design studies. The fourth section contains regional or outside agency-led projects in which the city may choose to participate financially. The proposal for Section I includes the addition of three new CIP projects that were adopted in December, and the removal of four projects due to either having been substantially completed or absorbed into something else. In Section II, two new projects are proposed to be added and four are proposed to be removed, including two that were moved into the CIP section. For Section III, one project is set to be removed and three projects will be transferring to a different section, primarily Section II. One project in Section IV is proposed to be transferred to another section.

Ms. Oosterveen stressed that the proposed TIP includes every project in the city's comprehensive transportation project list, all projects in the adopted CIP, all projects proposed for the TFP, and all appropriate regional projects. She said the TIP would need to be subjected to a public hearing tentatively slated for May 9.

Commissioner Woosley commented that the city has gone in with a grant request from the Puget Sound Regional Council and the King County Councilmember has suggested the project may or may not qualify. He asked what steps are taken to make sure projects on the list in fact do qualify for grant dollars. Mr. McDonald stated that often in order to qualify for any grant dollars, projects must be on the TIP list. In the application process for specific grants, it must be determined whether or not a specific project meets the stated criteria for the specific grant.

Commissioner Lampe noted that Sound Transit has a pool of some $100 million, $20 million per subarea, for access projects. He asked if Bellevue is contemplating making application for any of those funds. Mr. McDonald allowed that the city will be submitting applications.

Ms. Oosterveen reminded the Commissioners that the TIP is unconstrained in terms of funding. The only projects with real dollars attached to them are those that are in the CIP. She pointed out that the project spreadsheet included columns for unsecured funding, local funding and other funding, which are grant or other secured non-local dollars. The funding for all projects is unsecured except for the CIP projects, though even some of the CIP projects and programs have an unsecured funding element.

Commissioner Bishop called attention to project 97 in Section IV, the I-405 corridor program, and voiced concern over whether or not the project description is broad enough to include all $5 billion worth of the 18 or so projects identified by the Puget Sound Regional Council that are within the city of Bellevue. Ms. Oosterveen said all project descriptions had been reviewed and approved by Transportation's regional policy advisor.

A motion to approve May 9 as the public hearing date for the TIP was made by Commissioner Woosley. The motion was seconded by Commissioner Bishop and the motion carried unanimously.

8. DRAFT MINUTES REVIEW/APPROVAL

A. January 10, 2019
B. January 24, 2019

A motion to approve both sets of minutes as submitted was made by Commissioner Woosley.

The motion was seconded by Commissioner Marciante and the motion carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. PUBLIC COMMENT

Mr. Bob Pishue with Kemper Development Company, 575 Bellevue Way, said the fact that the number of failed increases is forecast to increase by 160 percent is shocking and unacceptable both for business owners and Bellevue residents. More investment in congestion relief projects should be made. All of the projected intersection failures will occur after East Link comes online, which is evidence that transit is not the key for working out of the problem.

12. COMMISSION CALENDAR

Mr. McDonald reviewed with the Commissioners the agenda items for upcoming meetings.

Commissioner Teh made a request for staff to prepare for the Commission a legend of all the abbreviations used by staff and presenters.

13. ADJOURN

A motion to adjourn was made by Commissioner Bishop. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Chair Wu adjourned the meeting at 8:44 p.m.

Kevin McDonald — 05/09/19

Secretary to the Transportation Commission — Date

Chairperson of the Transportation Commission — 5/8/19 — Date